

REMARKS

Claim 1 is noted as allowed. Claims 2-8 and 9 stand rejected over the primary reference Arjomand ('202) in view of Smith et al. ('877).

Arjomand ('202)

The primary reference Arjomand ('202) is directed to coupling techniques to provide engine data diagnostics. The system design includes a user interface module 52 and a main control module 12. The onboard source of information is provided by a conventional commercially available engine analyzer 48 (see col. 10, lines 8-11).

Smith et al. ('877)

The secondary reference Smith et al. ('877) shows how to collect maintenance information in real time as pointed out by the Examiner.

Non-obviousness of Claims 2-8 and 9

The rejection under 35 U.S.C. 103 states, "...it would have been obvious to one of ordinary skill in the art to combine both references '202 and '877 to arrive at applicants' advance in the state of the art as defined by claims 2-8 and 9."

The sequence of steps as defined in method claims 2, 3, 5, 6, and 7, directed specifically to aircraft diagnostic methodology is believed neither shown, taught, or suggested by the showing of a conventional commercially available engine analyzer ('202) having maintenance information collected in real time as per '877.

Further, the present system equipment for achieving the present aircraft diagnostic methodology as defined in system definition combinations of claims 1, 4, 5, 8, and 9. for example, where does the system of the '202 and '877 references combined provide a mechanic with access to aircraft maintenance fault isolation manual (FIM) troubleshooting procedure via an internal software link between CMC fault code and FIM troubleshooting procedure (claim 5).

An exemplary method type claim (claim 3) defining applicants' invention as including the steps of:

providing said airline mechanics with access to fault isolation manual (FIM) troubleshooting procedures via an internal software hot link between the (CMC) fault code and the (FIM) procedure wherein (FIM) data is a subset of an electronic portable maintenance aid (PMA) data; and

further linking a flight deck effect (FDE) engine indication crew alerting system (EICAS) messages to (FIM) troubleshooting procedures.

Applicants' claims 2-9 are believed to define with specificity an aircraft diagnostic apparatus and method deemed patentable over the combined teachings of Arjomand ('202) and Smith et al. ('877) within the meaning of 35 U.S.C. 103, which Notice is respectfully solicited.

Respectfully submitted,



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